Application No.: 10/605,624 Docket No.: 22137-00003-US1

AMENDMENTS TO THE CLAIMS

This listing of claims replaces all previous claims in this application:

1. (Currently amended) A propulsion drive arrangement for a vehicle, the arrangement comprising:
an engine;
a transfer case having an input shaft coupled to an output shaft of the engine at one end of the engine;
a transmission having an input shaft coupled to an output shaft of the transfer case;
a drive shaft coupled to an output shaft of the transmission; and
~~coupled to the drive shaft,~~ means for propelling the vehicle coupled to the drive shaft,
wherein the engine is located at a position which is laterally offset from and adjacent to a side of the transmission so as to be essentially parallel with ~~the~~ the transmission along respective longitudinal axes thereof, ~~and~~
wherein the input shaft and output shaft of the transfer case are both located on a same side of the transfer case corresponding to the one end of the engine, and wherein both the engine and transmission are arranged behind the axle and differential in a rear-mounted engine configuration.

2. (Original) The propulsion drive arrangement of claim 1, wherein the means for propelling the vehicle includes a set of wheels attached to an axle coupled to the transmission drive shaft through a differential.

3. (Currently amended) ~~The propulsion drive arrangement of claim 1~~A propulsion drive arrangement for a vehicle, the arrangement comprising:
an engine;
a transfer case having an input shaft coupled to an output shaft of the engine at one end of the engine;

a transmission having an input shaft coupled to an output shaft of the transfer case;
a drive shaft coupled to an output shaft of the transmission; and
coupled to the drive shaft, means for propelling the vehicle coupled to the drive shaft,
wherein the engine is located at a position which is laterally offset from and adjacent to a side of the transmission so as to be essentially parallel with the transmission along respective longitudinal axes thereof.
wherein the input shaft and output shaft of the transfer case are both located on a same side of the transfer case corresponding to the one end of the engine, and
wherein the means for propelling the vehicle includes one or more propellers coupled to the transmission drive shaft through one or more associated propeller shafts.

4. (Canceled).

5. (Original) The propulsion drive arrangement of claim 2, wherein a moment arm of the engine and transmission arrangement is less than a distance between the differential and the transfer case.

6. (Currently amended) ~~The propulsion drive arrangement of claim 2,~~ A propulsion drive arrangement for a vehicle, the arrangement comprising:
an engine;
a transfer case having an input shaft coupled to an output shaft of the engine at one end of the engine;
a transmission having an input shaft coupled to an output shaft of the transfer case;
a drive shaft coupled to an output shaft of the transmission; and
means for propelling the vehicle coupled to the drive shaft,
wherein the engine is located at a position which is laterally offset from and adjacent to a side of the transmission so as to be essentially parallel with the

transmission along respective longitudinal axes thereof, and
wherein the input shaft and output shaft of the transfer case are both located on a same side of the transfer case corresponding to the one end of the engine,
wherein the means for propelling the vehicle includes a set of wheels attached to an axle coupled to the transmission drive shaft through a differential, and
wherein both the engine and transmission are arranged in front of the axle and differential in a mid-mounted engine configuration.

7. (Currently amended) A method of providing propulsion for a vehicle, the method comprising:
arranging an engine and a transmission to be side-by-side so that respective output shafts are essentially parallel and displaced from each other;
providing a torque output on an engine output shaft;
reversing a direction of the torque output from the engine output shaft;
coupling the reversed torque output to a transmission input; and
applying an output of the transmission to one or more drive elements of the vehicle,
wherein both the engine and transmission are arranged behind the one or more drive elements of the vehicle in a rear-mounted engine configuration.

8. (Original) The method of claim 7, wherein the applying step includes applying the transmission output to a set of wheels.

9. (Currently amended) ~~The method of claim 7,~~ A method of providing propulsion for a vehicle, the method comprising:
arranging an engine and a transmission to be side-by-side so that respective output shafts are essentially parallel and displaced from each other;
providing a torque output on an engine output shaft;
reversing a direction of the torque output from the engine output shaft;
coupling the reversed torque output to a transmission input; and
applying an output of the transmission to one or more drive elements of the

vehicle,

wherein the applying step includes applying the transmission output to a propeller.

10. (Currently amended) The method of claim 7, further comprising ensuring that a moment arm of the engine and transmission ~~arrangement~~ arrangement is within a respective length of both the engine and the transmission.

11. (New) The propulsion drive arrangement of claim 1, wherein a front end of the engine is higher than a rear end of the engine so as to provide an angle between the engine output shaft and an input shaft of the transfer case.